



**VOLUME 15, ISSUE 3**

**MARCH, 2015**

## **Terry's Tidbits and Tales**

### **Hello Mustangers!**

Here we are in mid-March and Mother Nature was kind enough to let us get our first club event in this past weekend, the Colorado Springs Saint Patrick's Day Parade! Vonda Fowler organized and planned the participation. The following club members signed up to be in the parade and drive their cars: Vonda Fowler, Mark Dellacrose, Tami Veed, Dick Collins, Alan & Dusty Shelton, Fernando Garcia, Doug Berwick, LaRon Cosley, Ed Kolczynski, Dawn & Neil Schroon. We had some that were unable to make it and the Schroon's had car trouble which prevented them from driving the parade route.



Club members Ross Schwyhart and Debbie Collins carried the club banner. Sharon and I made it downtown in time (we had to participate in a very difficult and arduous HOA meeting Saturday morning) to see the club members cruise the last 4 blocks and we were able to get some pictures to share.

Our next event is the April Mustang Birthday Cruise to Phil Long Ford on April 18th. Former club President and Chairman, Mark Roberts, is working out the details for this event with Phil Long Ford, Motor City. We are asking Mark Barton, Phil Long Ford's Motor City GM, to address the club and field questions regarding the sponsorship offer. We will pass on the details soon so you know where to meet and what will happen at the dealership. Let's have a big turnout to really show Phil Long Ford we are Mustang Strong! On April 23<sup>rd</sup> the American Muscle Car Show is taking place at the Colorado Springs Event Center. Details were sent out yesterday, but I had so many bounce backs, here's the link to check it out: <http://www.aceent1.com/>.

We will reschedule the Shelby Collection Museum visit and let you know when we are going to head north to see the displays. In May we have the Abbey Car Show in Canon City on Saturday the 16<sup>th</sup> and the following day, Sunday May 17<sup>th</sup>, we have the RMMR warm up autocross at Pike Peak International Raceway being put on by the Pikes Peak Sports Car Club. Details can be found in a few weeks at <http://www.ppscc.net/smf/index.php>. Spring, summer and fall are shaping up to be great for car lovers of all brands here in Southern Colorado.

*Continued...*

The SCCA is cranking up too with their first autocross on Sunday, April 19<sup>th</sup> being held at PPIR. Details can be found at <http://rmsolo.org/>. Hap Schadler sent the following information regarding the SCCA new class last year, Classic American Muscle (CAM) – it does not require race tires and is a real hoot! Both Hap and I run in CAM now instead of ESP, not as much prep and you can drive your car to and from the event!

Collector Car Council of Colorado,

Tom Kay may still remember me although it's been several years since last we talked. I just wanted to pass on to the Council the news that the SCCA has finally come up with a couple of new classes for the Muscle car and hot rod drivers. This is in response to what they saw as added interest from these people at Good Guys events over the last couple of years.

I ran my '65 Mustang in the initial series last year and it was fun and less work than the race tire classes. This year the classes are further broken down into a rod class, an early muscle class, and a late muscle class. I'd appreciate if the council would get the word out that you can now run your old or new muscle cars and hot rods in an autocross where they can be competitive. I have copied the basic rule breakdown for the Cam classes below.

The SCCA web site can be accessed at [http://www.rmsolo.org/ms\\_login.php?showmsg=1](http://www.rmsolo.org/ms_login.php?showmsg=1). Temporary or year memberships are available with the SCCA which allow for participation.

If you have any questions the SCCA web site should be able to cover them, but I am also happy to take calls or emails.

Sincerely,  
Hap Schadler

**Classic American Muscle (CAM)  
from the 2015 SCCA® National Solo® Rules, Appendix B**

**Rationale:** The purpose of CAM is to attract automobile enthusiasts who are currently interested and/or participating in Goodguys®, *Ultimate Street Car Association*®, or other similar events for “classic” vehicles *manufactured* in North America by “The Big Three” based in the US (GM, Ford, and Chrysler). These avid enthusiasts would largely be a new and different group to join us as SCCA® members and participants. Regions are encouraged to offer this program *using a single CAM class or the National Solo® supplemental classes* to encourage Classic American Muscle car enthusiasts to join the fun at your SCCA Solo® events!

**Eligible Vehicles**

- Vehicle must be either a domestic automobile of front-engine/RWD configuration or a “pick-up” truck.
- Vehicle must be licensed and insured and considered *fully* “street legal” (lights, wipers, etc.). *Windshield and glass must be OE or equivalent except as subsequently allowed.* Interior and exterior must have a “finished” look.
- Vehicle must pass the mandatory safety inspection (tech) and be in compliance with Section 3, Vehicles, of the 2015 SCCA® National Solo® Rules.
- *Excluded: Chevrolet Corvette (1984-2015), Dodge/SRT Viper (all)*

**Body Allowances**

- Body panels may be modified or replaced in the original standard locations.
- *Rear seating may be removed or modified. If removed, seat bottom area must be covered; seat back area must be covered with a panel.*
- *Interior panels (door panels, kick panels, etc.) may be replaced and must cover any opening(s) the original panel(s) concealed. A single panel may only be replaced by another single panel.*

- Dash may be modified or replaced, but must be complete and cover the original area.
- Headliner may be replaced or removed.
- Exposed metal interior surfaces must be covered, painted, and/or coated. (No “race car” interiors, please.)
- Fuel tank/cell may be modified or replaced and must be separated from the driver/passengers as originally manufactured or by a metal panel/bulkhead. Fuel must not vent into the driver/passenger compartment directly or indirectly.
- Front splitter, air dam, and/or spoiler may be added below the bumper, but must not extend past the perimeter of the body.
- Rear spoiler may be added, but may extend no more than 8” from the original body nor past the perimeter of the body. No rear wings may be added except OE or equivalent.

**Wheel and Tire Allowances**

- Any metallic wheels are allowed. Non-metallic wheels are also allowed but must be certified/approved from an appropriate, recognized standards organization (e.g., FIA, SFI, SAE, TUV, etc.).
- Any DOT-approved tires with a UTQG Treadwear Grade of 200 or higher are permitted.

**Body Electrical System Allowances**

- Components and wiring are unrestricted.

**Brake System Allowances**

- Components, lines, and hoses are unrestricted.

**Suspension and Steering Allowances**

- Components and method of attachment are unrestricted.

**Engine and Drive Train Allowances**

- Components (internal and external) are unrestricted.

**Supplemental Classes, as used at SCCA® National Solo® events:**

*CAM-T (Traditional) (body styles originating from 1954-72)*

- Examples: Camaro (-1981), Mustang (-1973), Barracuda (-1974)

• Seating originally for 4 or more adults

• Wheelbase, minimum (inches)..... 108

• Weight, minimum (lbs.).....3000

- Interior floor covering(s) may be replaced, but not removed.

*CAM-C (Contemporary) (body styles originating from 1978-on)*

- Included: Pontiac GTO (2004-06), Pontiac G8 (2008-09), Chevrolet SS (2014-15)

• Seating originally for 4 or more adults

• Wheelbase, minimum (inches)..... 100

• Weight, minimum (lbs.).....3000

- Interior floor covering(s) may be replaced, but not removed.

*CAM-S (Sports) (minimum wheelbase - 90”)*

• Seating originally for 2 or more adults

• Wheelbase, minimum (inches).....90

• Weight, minimum (lbs.).....2350

• Weight, minimum (lbs.) w/ Lexan® windshield.....2500

Note: In 2016, OE or equivalent windshields will be required in keeping with CAM philosophy of “no race cars.”

- Side windows may be replaced with Lexan® or equivalent and operating mechanism may be removed or changed.

- Interior floor covering may be removed.

Words italicized indicate changes from Appendix B in the 2014 SCCA® National Solo® Rules



Gas is still cheap and the weather is getting nicer for longer periods of time – get those ponies out; drive and race ‘em!

Terry







DOUGLAS L. BERWICK  
PRESIDENT

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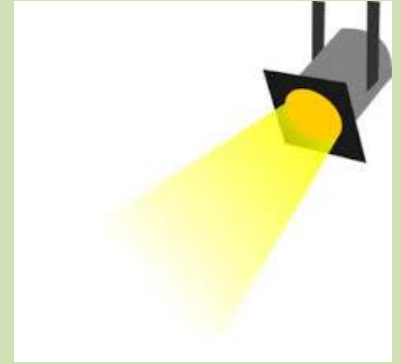
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719-660-6624

# Small Vendor Spotlight

by Pat Germain

## Street or Track

<http://www.streetortrack.com/>



When it was time to order suspension components for my 1970 Mach 1 project, I contacted Shaun at Street or Track. I was impressed with the service and technical assistance Shaun provided. I asked Shaun to tell us about his business. Let's see what he has to say...

**RMM:** How did you get into the business of classic Mustang suspensions?

**SoT:** I studied product design at school and, when I purchased my first Mustang, I set about making a few parts to make it drive and handle better. Years later, we now have an entire suite of products along with an engineer, CAD guru and vehicle dynamics engineer all working to make our products the best they can be.

**RMM:** What can Street or Track do for classic Mustang owners?

**SoT:** Our goal is to adapt modern suspension and brake engineering, components and theory and package it onto your classic car without having to hack great big holes in it or cut the body off and roll a tube frame chassis under it. We strive to make the car handle, drive and stop as well as (and many times, better) than a modern performance car.

**RMM:** There's a lot of hype out there about multi-link rear suspensions and coil overs up front for classic Mustangs. In what situations do you think a classic Mustang can truly benefit from these suspension systems? In what situations can simpler mods, as on the early Shelby cars, work well?



**Shaun With his Track Mustang and Trailer**

**SoT:** Different strokes for different folks. Driving a stock Mustang is a completely different experience than driving a Street or Track equipped Mustang. Some guys want the vintage look AND feel. Personally, I like good brakes and good handling, but LOVE that vintage look. So, we combine both. One of my favorite sayings is, "You can take a Fiesta or a Ferrari to the store. They'll both get you there and back. They just do so at different levels of sophistication and cubic dollars!".

Its all about incremental improvements. We have developed our systems over many years and have seen and felt the incremental improvements that each one has on the car. Many of our systems can be added or upgraded over time while still using stock parts in other locations. When I started out, I never had the cash to buy all the good stuff in one hit, so pieced it together over time. This enabled us to get a really good understanding of each individual component and what improvements they made. Nowadays, we have many folks that buy everything in one hit and, to be honest, I'm jealous. They instantly get to have a car that handles as good as what took me 12 years to get!

Knowing how good our front and rear coil over feels, I will never put leaf springs on the back of any Mustang I build. It is simply divine to drive and effortlessly easy to drive fast; really fast. Even on 300 treadwear, mid-range street tires, the car just eats up corners without even a squeal from the tires. In the end, its your car and how much you want to spend on it is up to you.

**RMM:** I've seen much online debate about rear anti-sway bars on classic Mustangs. Some people say they cause the rear to break loose. Others say they work great. What's your take?

**SoT:** Every 65-70 car I've ever driven hard with a rear bar had too much overseer. I don't run one and, generally, I tell customers to try the car without one and save drilling holes.

**RMM:** What about front anti-sway bars? Is bigger always better?

**SoT:** Not always. A bar that is too big will cause the car to understeer (push). Having said that, in experimentation, we have some corner pictures showing the difference in body lean between a 1" and 1-1/8" bar. Assuming you can stiffen the rear to negate the push of the rear bar, there is a noticeable improvement in turning with the bigger bar as the car doesn't lean as much.

**RMM:** Still more debate goes on about frame rail connectors. Do they really reduce flexing and help a classic Mustang handle better? Must they be welded in place, or can bolt-on connectors also work?

**SoT:** I would weld, not bolt them in. The bolt holes will elongate over time and loosen up. I'm a big fan of the convertible inner rocker modification we did a few years ago. It really turns the car into practically a full frame car; more fabrication, but much stiffer in the long run. Not to mention, it's what Ford did on the convertibles, so you cover it all up in your coupe or fastback with convertible carpet!

**RMM:** Do front coil springs have a big effect on handling, or are they just there to hold up the car?



**SoT:** Of course! Getting the spring rate right is important to overall feel and handling.

**RMM:** You're a big proponent of Bilstein shocks. Why do you prefer Bilstein over other brands?

**SoT:** They make excellent shocks at a non-stratospheric price. They have excellent tech support and are really into what they do. When I looked around for a supplier, we really hit it off and they have been a huge help in what we do.

**RMM:** It is true that polyurethane bushings can cause factory style strut rods to break?

**SoT:** Yep. They are too stiff, so when the suspension travels up and down, it effectively bends the rod right at the point where the bushings are. This also happens to be where the threads are, so this stress riser is constantly cycled like a paperclip in your fingertips. If you bend it up and down, at some point after so many cycles, it's probably going to snap. Our adjustable strut rods fix this issue.

**RMM:** How do adjustable strut rods improve a classic Mustang suspension and in what situations would you recommend them?



**SoT:** All situations, to be honest. The stock rubber bushings stretch and compress during regular driving and especially during braking. What this does is effectively change the strut rod length which controls the caster setting of the car. If this is lengthening and shortening while driving, then your caster and toe are changing. This 'variable alignment' results in a twitchy/wandering car that moves all over the road instead of driving straight. We fix this with our adjustable strut rods. The bearing mounted in the billet steel frame connector allows the suspension to cycle up and down freely, yet the rod is fixed in length. Your alignment stays put. A big improvement in stability and how the car feels is very noticeable after installation. These were our very first products and still one of our top sellers; big improvements for not a lot of money.

**RMM:** I hear classic Mustang owners rave about roller spring perches. How can such a small part make such a big difference?



**SoT:** Think about any suspension piece that needs to move or rotate. Whenever you can put a free moving joint or bearing there, it will free up the suspension and reduce bind. We focus on removing as much restriction in the suspension as possible allowing the road irregularities to transmit effortlessly and quickly into the spring and shock. This gets the car settled down faster and improves handling.

**RMM:** Please tell us about your track and street Mustangs.

**SoT:** Right now, I personally have 2: a 1966 road race coupe with a 500Hp 363, TKO600 and all our Race valved suspension, full floating rear and big brakes. For taking the family to Dairy Queen, I have a 1970 Sportsroof powered by a 393 Cleveland, 4 speed, 9" rear end and our Street valved front/rear coil over suspension and big brakes.



Shaun's "Go to Dairy Queen" Car

**Kerry Duran** - Agent  
5721 Constitution Ave.  
Colorado Springs, CO 80915-1220  
KDuran@ShelterInsurance.com  
ShelterInsurance.com/KDuran  
**P** 719-574-0834 **C** 719-209-2245  
**F** 719-574-5391

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A business card for Kerry Duran, an agent at Shelter Insurance. The card features a portrait of Kerry Duran, a man with glasses and a mustache, wearing a suit and tie. The text on the card provides his contact information: 5721 Constitution Ave., Colorado Springs, CO 80915-1220, KDuran@ShelterInsurance.com, ShelterInsurance.com/KDuran, P 719-574-0834, C 719-209-2245, and F 719-574-5391. The Shelter Insurance logo is in the bottom right corner, and the text "AUTO • HOME • LIFE" is at the bottom.

## RMMC 2015 Calendar

(as of 3/18/15)

March 21	Club meeting – Mimi’s Cafe Social hour 5:30, meeting 6:30
April 18	Mustang birthday event and club meeting Phil Long Ford – Colorado Springs
May 16	VMCCA car show and club meeting The Abbey, Canon City
June 13	Club meeting and tour – Garden of the Gods Trading Post
June 18-21	Rocky Mountain Mustang Roundup, Steamboat Springs
June 26-27	Mecum Auto Auction, Denver
July 11	Annual club meeting and picnic Bear Creek Park, Colorado Springs
July 17-19	MCA car show, Loveland
July 23-25	Bullitt Nationals, Colorado Springs
August 1	1 <sup>st</sup> Saturday Car Show, Colorado Springs
August 16	Good Times Car Show and club meeting, Old Colorado City
September 26	Fall Color Tour and club meeting The Roberts’ home, Florissant
August 22	Royal Gorge tour
September 19	Forney Museum Dust and Shine
October 17	Garage Tour / Progressive Dinner and club meeting           Woodland Park / Teller County
November 21	Club meeting and election of officers – Mimi’s Café , Social hour 5:30, meeting 6:30/Event TBD

## Ross's "Did ya know!"

by Ross Schwyhart

How many times did you hear "Don't touch that!" as a child? Has that same warning carried over to your computer? Well, I'm here to tell you about touching a key on your computer's keyboard that is very helpful. If you look down to the bottom row of the key board on most key boards on either side of the space bar you will see 2 keys with what looks like a flag made of 4 squares. This is called the Microsoft Windows key.

Pressing it plus another key can save you a bunch of time in doing things on your computer. Here is a list of them.

**Windows Key** (Display or hide the Start menu)

**Windows Key + BREAK key** (Display the System Properties dialog box)

**Windows Key + D** (Display the desktop)

**Windows Key + M** (Minimize all of the windows)

**Windows Key + Shift + M** (Restore the minimized windows)

**Windows Key + E** (Open My Computer)

**Windows Key + F** (Search for a file or a folder)

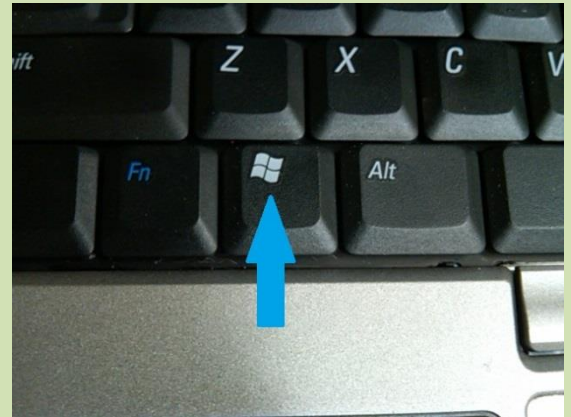
**CTRL + Windows Key + F** (Search for computers)

**Windows Key + F1** (Display Windows Help)

**Windows Key + R** (Open the Run dialogue box)

**Windows Key + U** (Open Utility Manager)

If this article peaks your interest, Google key board short cuts and you will be amazed at how many key board time savers exist. Go ahead and try them, you can't hurt anything and you might even find them helpful!



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# Sponsor Profile

## *Muffler Masters*

*With Mike Spoelman*



**RMM:** How and when did you get started with your Muffler Masters business?

**MS:** My good friend Sam Rowley and I opened our shop in March '88. Six months prior, we had reached a crossroad in our lives (hated our jobs), and it was time to move onward. Sam knew the guy (Ron) who owned the Muffler Masters franchise. It was designed to add to an existing auto repair business. Ron wanted us to promote his franchise, but we weren't interested in paying franchise fees. We wanted to be S&M Muffler! But Ron had a exhaust tubing bender, some inventory and signs for sale in Denver for a third of normal price. We could not resist a good deal and we became Muffler Masters as well as masters of our destiny.



**RMM:** At Muffler Masters, Mike and his crew are familiar with classic as well as late model vehicles. They can install a top-notch, custom dual exhaust with mufflers of your choice. Services include brakes, suspension and steering as well.



**Mike's Mustangs**



# 2015 Race Calendar

(Updates in Red)

April 17-19	NASA Rocky Mt. 10 <sup>th</sup> Season Opener National Auto Sport Association	High Plains Raceway, Deer Trail <a href="http://nasaproring.com/events?region_id=19">nasaproring.com/events?region_id=19</a>
April 18	Test 'n Tune SCCA Rocky Mt. Championship Series	PPIR, Fountain <a href="http://www.rmsolo.org/schedule/php">www.rmsolo.org/schedule/php</a>
April 19	Championship Series #1 SCCA Rocky Mt. Championship Series	PPIR, Fountain <a href="http://www.rmsolo.org/schedule/php">www.rmsolo.org/schedule/php</a>
April 18-19	2015 Drivers' School Rocky Mountain Vintage Racing	PPIR, Fountain <a href="http://rmvr.com/events/">rmvr.com/events/</a>
May 2-3	Quad Reg/PDX/CTT Sports Car Club of America (SCCA)	High Plains Raceway, Deer Trail <a href="http://www.coloradoscca.org/schedule.php">www.coloradoscca.org/schedule.php</a>
May 9	Open track event Shelby American Automobile Club	Pueblo Motorsports Park, Pueblo <a href="http://CECAevents.org">CECA events.org</a>
May 16-17	2015 Spring Race Rocky Mountain Vintage Racing	High Plains Raceway, Deer Trail <a href="http://rmvr.com/events/">rmvr.com/events/</a>
May 16-17	NASA Rocky Mt. TBD National Auto Sport Association	PPIR, Fountain <a href="http://nasaproring.com/events?region_id=19">nasaproring.com/events?region_id=19</a>
May 23-24	Quad Reg/PDX/CTT Sports Car Club of America (SCCA)	High Plains Raceway, Deer Trail <a href="http://www.coloradoscca.org/schedule.php">www.coloradoscca.org/schedule.php</a>
June 7	Rocky Mt. TBD (TT/HPDE only) Sports Car Club of America (SCCA)	High Plains Raceway, Deer Trail <a href="http://nasaproring.com/events?region_id=19">nasaproring.com/events?region_id=19</a>
June 12-14	Tire Rack SCCA Championship Tour SCCA Rocky Mt. Championship Series	PPIR, Fountain <a href="http://www.rmsolo.org/schedule/php">www.rmsolo.org/schedule/php</a>
June 13-14	2015 Pueblo Grand Prix Rocky Mountain Vintage Racing	Pueblo Motorsports Park, Pueblo <a href="http://rmvr.com/events/">rmvr.com/events/</a>
June 14	Fun Ford Weekend	Bandimere Speedway, Morrison <a href="http://funfordweekend.com / bandimere.com">funfordweekend.com / bandimere.com</a>
June 27	Open track event Shelby American Automobile Club	High Plains Raceway, Deer Trail <a href="http://CECAevents.org">CECA events.org</a>
June 28	Pikes Peak International Hill Club	Pikes Peak, Colorado Springs <a href="http://www.ppihc.com">www.ppihc.com</a>
July 4-5	2015 Mid-States Majors	High Plains Raceway, Deer Trail

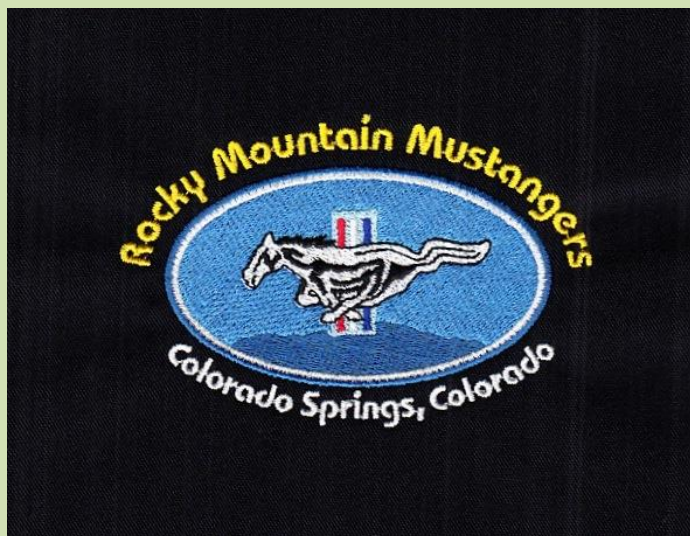


	Sports Car Club of America (SCCA)	<a href="http://www.coloradoscca.org/schedule.php">www.coloradoscca.org/schedule.php</a>
July 4-5	NASA Rocky Mt. TBD National Auto Sport Association	Pueblo Motorsports Park, Pueblo <a href="http://nasaproring.com/events?region_id=19">nasaproring.com/events?region_id=19</a>
July 19	Championship Series #5 SCCA Rocky Mt. Championship Series	PPIR, Fountain <a href="http://www.rmsolo.org/schedule/php">www.rmsolo.org/schedule/php</a>
July 25	Championship Series #6 SCCA Rocky Mt. Championship Series	PPIR, Fountain <a href="http://www.rmsolo.org/schedule/php">www.rmsolo.org/schedule/php</a>
July 25-26	2015 Mid-States Majors Sports Car Club of America (SCCA)	Pueblo Motorsports Park, Pueblo <a href="http://www.coloradoscca.org/schedule.php">www.coloradoscca.org/schedule.php</a>
Aug 1-2	2015 Race Against Kids' Cancer Rocky Mountain Vintage Racing	High Plains Raceway, Deer Trail <a href="http://rmvr.com/events/">rmvr.com/events/</a>
Aug 22	Test 'n Tune SCCA Rocky Mt. Championship Series	PPIR, Fountain <a href="http://www.rmsolo.org/schedule/php">www.rmsolo.org/schedule/php</a>
Aug 22	Open track event Shelby American Automobile Club	CO State Patrol Academy track, Golden <a href="http://CECAevents.org">CECA events.org</a>
Aug 23	Championship Series #8 SCCA Rocky Mt. Championship Series	PPIR, Fountain <a href="http://www.rmsolo.org/schedule/php">www.rmsolo.org/schedule/php</a>
Aug 22-23	Quad Reg/PDX/CTT Sports Car Club of America (SCCA)	High Plains Raceway, Deer Trail <a href="http://www.coloradoscca.org/schedule.php">www.coloradoscca.org/schedule.php</a>
Sept 11-13	18 <sup>th</sup> Colorado Nationals (autocross) Good Guys Rod & Custom Assoc.	Ranch Events Complex, Loveland <a href="http://good-guys.com/pdf/GG_Schedule15a.pdf">good-guys.com/pdf/GG_Schedule15a.pdf</a>
Sept 19-20	NASA Rocky Mt. TBD National Auto Sport Association	Pueblo Motorsports Park, Pueblo <a href="http://nasaproring.com/events?region_id=19">nasaproring.com/events?region_id=19</a>
Sept 27	Open track event Shelby American Automobile Club	High Plains Raceway, Deer Trail <a href="http://CECAevents.org">CECA events.org</a>
Oct 3-4 2015	Fall Race Rocky Mountain Vintage Racing	High Plains Raceway, Deer Trail <a href="http://rmvr.com/events/">rmvr.com/events/</a>
Oct 10	Championship Series #10 SCCA Rocky Mt. Championship Series	PPIR, Fountain <a href="http://www.rmsolo.org/schedule/php">www.rmsolo.org/schedule/php</a>
Oct 10-11	NASA Rocky Mt. TBD National Auto Sport Association	High Plains Raceway, Deer Trail <a href="http://nasaproring.com/events?region_id=19">nasaproring.com/events?region_id=19</a>
Oct 24-25	Oktoberfest Spooktacular Rocky Mountain Vintage Racing	PPIR, Fountain <a href="http://rmvr.com/events/">rmvr.com/events/</a>

## Rocky Mountain Mustangers Club Logo Merchandise

<b>Tanks</b>	<b>\$12.00</b>
<b>T-Shirts</b>	<b>\$16.00</b>
<b>Long T's</b>	<b>\$25.00</b>
<b>Sweat Shirt</b>	<b>\$28.00</b>
<b>Pins</b>	<b>\$2.00</b>
<b>Patches</b>	<b>\$2.00</b>
<b>Decals</b>	<b>\$2.00</b>

**Ladies V-Neck T-Shirts now  
available!**



For information on how to order  
Rocky Mountain Mustangers  
club apparel from Lands' End,  
email Pat Germain at:

[newsletter@mustangers.com](mailto:newsletter@mustangers.com)

## Club code of Conduct

The Rocky Mountain Mustangers take pride in our Club being an organized club with monthly meetings and events. We enjoy having members of all ages participate and show their love for the Mustang, from a new car to a classic car, a show car and a race car, and up and coming cars. We have had numerous members come and go from the Club for various reasons. The Board of Directors does not want to see any of our members treat other members, or potential members inappropriately, with comments or actions. In accordance with our By-Laws, the Board of Directors will ask anyone found causing embarrassment to the Club to resign.

Terry	President	<a href="mailto:president@mustangers.com">president@mustangers.com</a>
Ross	Vice President	<a href="mailto:vicepresident@mustangers.com">vicepresident@mustangers.com</a>
Polly	Secretary	<a href="mailto:secretary@mustangers.com">secretary@mustangers.com</a>
Sharon	Treasurer	<a href="mailto:treasurer@mustangers.com">treasurer@mustangers.com</a>
Alan	Chairman of the Board	<a href="mailto:chairman@mustangers.com">chairman@mustangers.com</a>
Vonda	Webmaster	<a href="mailto:webmaster@mustangers.com">webmaster@mustangers.com</a>
Pat	Newsletter Editor	<a href="mailto:newsletter@mustangers.com">newsletter@mustangers.com</a>
Steve	Raffle Master	<a href="mailto:rafflemaster@mustangers.com">rafflemaster@mustangers.com</a>
Dottie	Cruise Controller	
Brandon	Rocky Mountain Mustang Roundup	<a href="http://www.rmmr.org">www.rmmr.org</a>
Gary	Rocky Mountain Mustang Roundup	<a href="http://www.rmmr.org">www.rmmr.org</a>
Bryan	Good Times Car Show	<a href="http://www.goodtimescarshow.com">www.goodtimescarshow.com</a>



# Rocky Mountain Mustangers Club, Inc.

2015 Membership Form

Please take to meeting or mail to:

RMMC, P.O. Box 7102, Colorado Springs, CO 80933



## PLEASE PRINT

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Mobile Phone: \_\_\_\_\_

Email: \_\_\_\_\_ Spouse Email: \_\_\_\_\_

Spouse's name: \_\_\_\_\_ Children's names: \_\_\_\_\_

When did you join the RMMC? \_\_\_\_\_ How did you hear about the club? \_\_\_\_\_

### Vehicle(s):

YEAR \_\_\_\_\_ MAKE \_\_\_\_\_ MODEL \_\_\_\_\_

YEAR \_\_\_\_\_ MAKE \_\_\_\_\_ MODEL \_\_\_\_\_

YEAR \_\_\_\_\_ MAKE \_\_\_\_\_ MODEL \_\_\_\_\_

Do you have any talents? \_\_\_\_\_

What type of events do you enjoy? Popular Vote Show \_\_\_\_\_ Judged Show \_\_\_\_\_ Rallying \_\_\_\_\_ Cruising \_\_\_\_\_  
Auto Crossing \_\_\_\_\_ Drag Racing \_\_\_\_\_ Road Course \_\_\_\_\_ Parades \_\_\_\_\_ Tours \_\_\_\_\_

What activities interest you? Public Relations \_\_\_\_\_ Club Relations \_\_\_\_\_ Programs/Meetings \_\_\_\_\_  
Tech Presentations \_\_\_\_\_ Sponsor Development \_\_\_\_\_ Club Publications \_\_\_\_\_ Social Activities \_\_\_\_\_  
Show Activities \_\_\_\_\_

**Membership:** The RMMC membership year runs from January 1 – December 31. **New members joining after January will have dues pro-rated at \$2.00 per month. Check or Cash ONLY.** Please make checks payable to RMMC.

**Initial Membership:** \$16.00 + Dues: \$2.00 per month \_\_\_\_\_ (pro-rated) = TOTAL: \_\_\_\_\_

Initial Membership reflects \$2.00 per month member dues, \$8.00 club insurance surcharge, \$8.00 initiation fee to include one club logo window sticker, one club logo patch, one club logo lapel pin, and RMMC name tag.

**Renewal Membership:** \$32.00 \_\_\_\_\_

Renewal Membership reflects \$24.00 member dues, and \$8.00 club insurance surcharge.

**NOTE:** Membership renewal is due yearly by the February club meeting. Late Renewal will result in additional \$10.00 fee.

### Insurance Release Statement

I hereby understand that I am fully responsible for my automobile(s) and its contents, and agree to hold harmless the Rocky Mountain Mustangers, Inc., its members, and any volunteers from and against any claim for damage, injury, or loss to person or property which might or does arise out of participation in any club sanctioned activity. I further attest that my automobile(s) in a club sponsored event is/are covered by liability insurance as per the requirements of the State of Colorado.

Member Signature: \_\_\_\_\_ Date: \_\_\_\_\_ Your Insurance Company: \_\_\_\_\_

**Information provided on this form is club confidential and not to be released without the club member's knowledge and permission.**